

INITIAL STUDY

Environmental Checklist and Evaluation for the County of Santa Clara

File Number:	PLN10809-18P-18A-18G	Date:	June 2, 2020
Project Type:	Use Permit and Architectural and Site Approval	APN(s):	825-02-137
Project Location	40 E. San Martin Avenue, San Martin	GP Designation:	San Martin Commercial/Industrial Use Permit Area
Owner's Name:	Surinder Singh/Balwinder Badwal	Zoning:	RR-5Ac-sm
Applicant:	Manjit Saini	Urban Service Area:	N/A

Project Description:

The proposed project is an application to the County of Santa Clara for a Use Permit and an Architecture and Site Approval (ASA) for an existing use and structures for Truck Sales and Services (as defined in the County Zoning Ordinance) with Repair of small vehicles and light duty trucks. Prior use of the property was a wood pallet business. The existing structures include a 15-foot tall, 6,243 square foot (sf.) storage and office building as well as ancillary structures (see below) located at 40 East San Martin Avenue at the southwest corner of San Martin Avenue and Depot Street (see Figure 1). Access to the rectangular shaped lot is proposed on Depot Street from a two-way new access driveway for customers and a secondary driveway for fire access at the southern edge of the property. The site is served by an on-site septic system located approximately 15-feet from San Martin Avenue and potable water from a municipal source, West San Martin Water. The site contains the following existing structures (see Figure 2):

- Building A: A 6,243 sf. office and warehouse building at the property frontage along San Martin Avenue;
- Building B: A 5,025 sf. repair shop and storage of wood pallets located to the rear of the property;
- Building C: A 330 sf. office building; and
- Building D: A 778 sf. Shed and restroom building.

Building A was re-painted and modified, without permits, during the processing of the subject application. The existing front porch of Building A is located within a future-width-line of San Martin Avenue, which would require 30 feet of additional width along the property frontage to be dedicated to the County, prior the Building Permit issuance. Figure 3 indicates the existing building with the front porch and includes a simulation without the front porch. Figure 4 includes a potential conceptual design that the applicant has proposed. No immediate plans to use Building C and Building D are proposed; however, the applicant proposes to maintain these two structures in the event they would be of use for tool storage or additional restrooms for customers in the future. The use of the property is for the sale and repair of commercial small and light trucks. No signage is proposed as part of this use. Hours of operation would be 9:00am to 5:00pm Monday through Friday and by appointment on Saturday or Sunday. No more than five employees are planned to be on-site at any given time, and no more than ten customer visits are anticipated per day. The site is mostly void of landscaping except for several California Live Oaks trees along the perimeter. No tree removal is proposed.

Biweekly delivery of one or two vehicles for sale would take place during business hours via transporter style trucks. Daily operations would include vehicle check-in and service of vehicles until they are sold. Vehicles for sale would be in operational and in running condition; only 10% of vehicles would need service prior to sale. All vehicle repair work would take place in Building B located to the rear of the property, for parts replacement and oil changes as needed. A maximum of 73 trucks would be parked on-site at any given time. Thirteen (13) employee and staff parking spaces will be situated along the west property line, adjacent to Monterey Road with one (1) ADA space running parallel to Depot Street. The project proponent anticipates that vehicles will not be stored on-site for more than two months, and most vehicles sell within two weeks. No other products are proposed for sale. No stacking of vehicles or vehicles parts are proposed on-site. No signage is proposed.

Environmental Setting and Surrounding Land Uses
<p>The 2.0-acre corner site is in a rural area of unincorporated Santa Clara County known as San Martin (See Figure 1 Project Location) and relatively flat. The project site is located on a rectangular shaped property bounded on its west by Union Pacific railroad tracks (used for both freight and Caltrans traffic), on the east by residential uses across Depot Street, on its north by the San Martin CalTrain station across East San Martin Avenue, and on the south by another developed parcel (APN 825-02-138) with industrial uses and a telecommunication site. The project site is located approximately 0.60 miles from Highway 101.</p> <p>The site is designated Prime farmlands per the California Farmland Mapping and Monitoring Program.</p> <p>The property is located within the Santa Clara Valley Habitat Plan (but is not a covered project) and is not under a Williamson Act contract. According to the Habitat Plan, the site is listed as Rural Development Not Covered. Land cover is classified as Urban Suburban and is not located within the Wildlife Urban Interface (WUI) zone. No watercourses, creeks, serpentine soils or rock outcrops are located on the subject property. The project site is not located within the 100-year flood plain.</p>
Other agencies sent a copy of this document:
None

Figure 1 – Vicinity Map

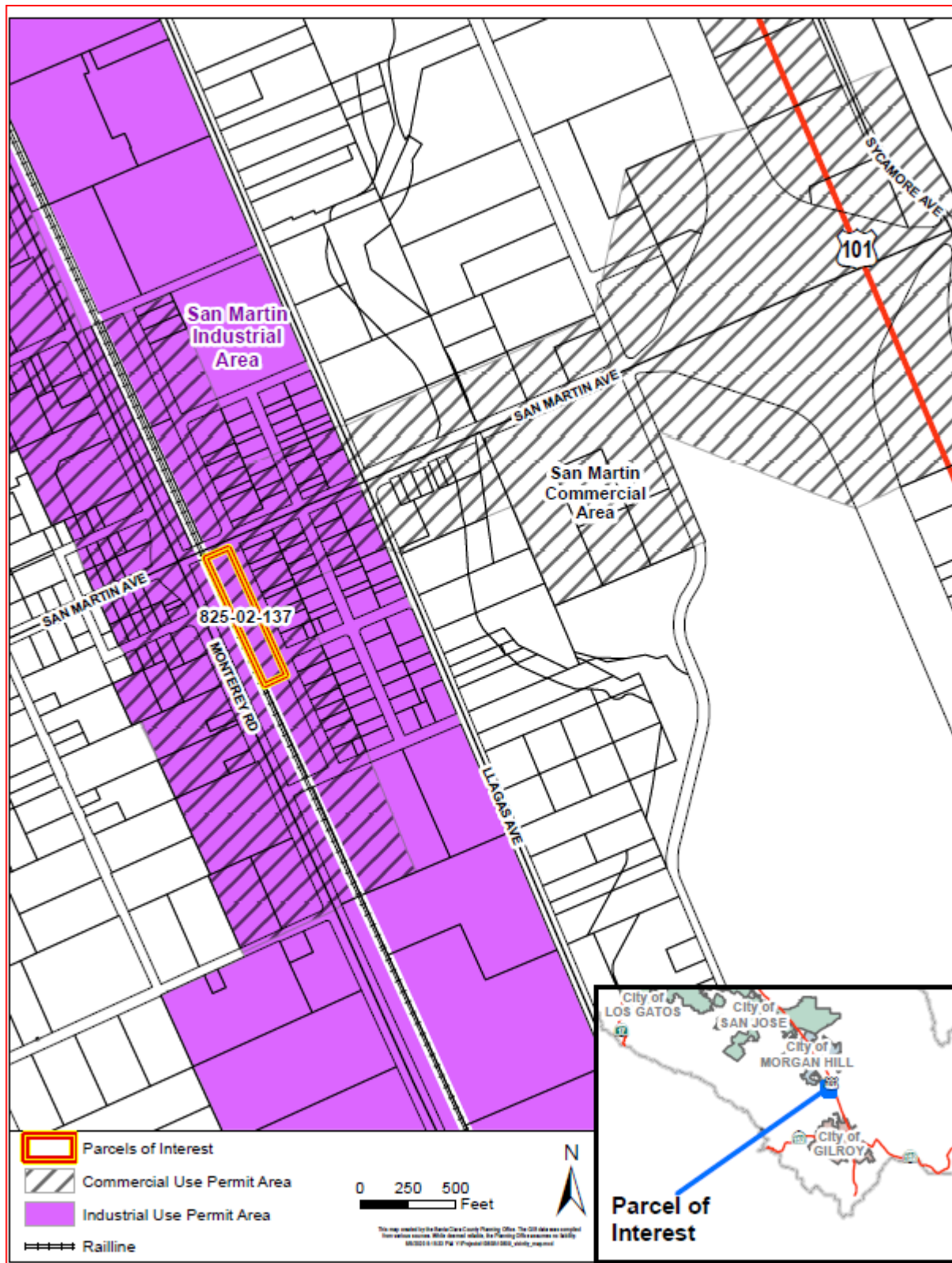


Figure 2 – Site Plan

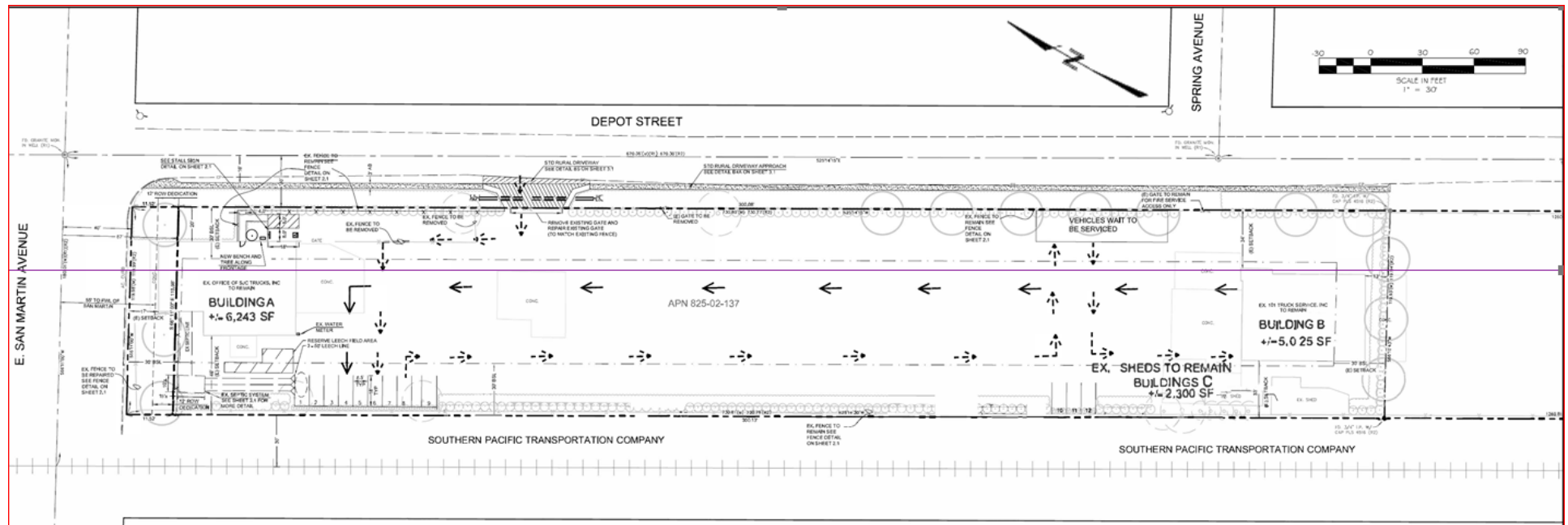


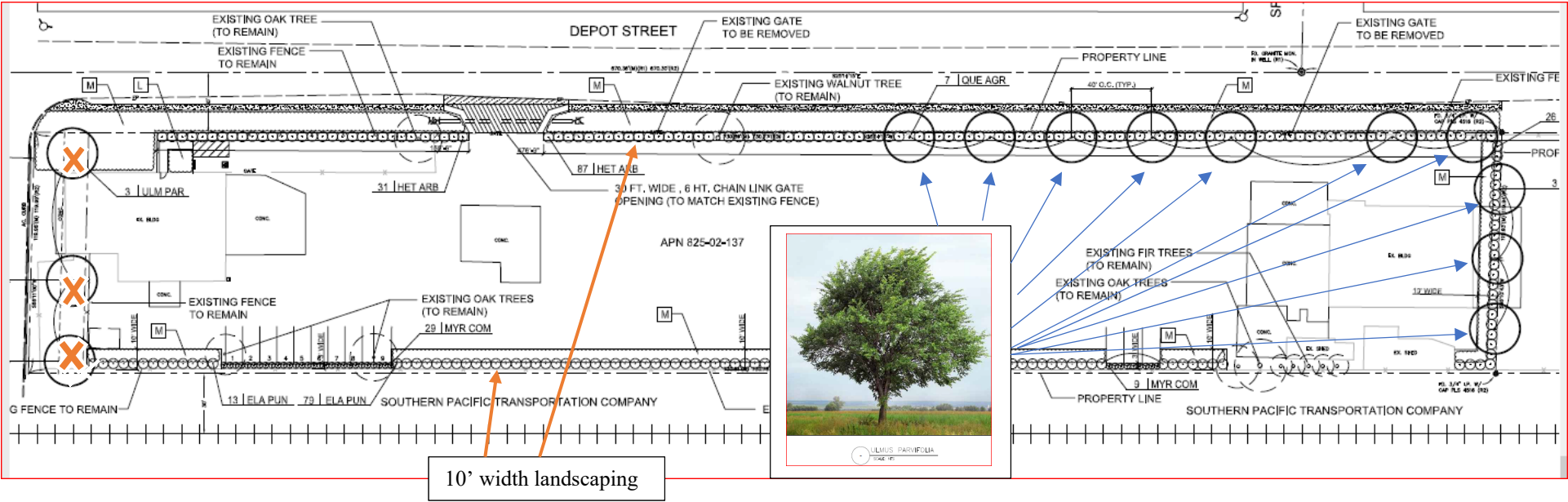
Figure 3 - Building A Existing and Simulated Frontages



Figure 4 – Existing Frontage of Building A



Figure 5 – Conceptual Landscape Plan



The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could potentially result in one or more environmental effects in the following areas:

- | | | |
|------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resource | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.



Signature

Valerie Negrete, Senior Planner

Printed name

June 2, 2020

Date

N/A

For

ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

A. AESTHETICS							
	IMPACT						
Except as provided in Public Resources Code section 21099, would the project:	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	Source
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,4, 6,17f
b) Substantially damage scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic buildings, along a designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 6,7 17f
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,4

SETTING:

The site is located approximately .65 miles west of Highway 101 in San Martin, and at the intersection of San Martin and Depot Streets. The property is zoned RR – 5Ac- sm for Rural Residential with a 5-acre minimum lot size combining district and a -sm combining district for its location within the San Martin Commercial and Industrial Use Permit Area. Pursuant to County Zoning Ordinance Section 3.90.050, properties within the “-sm” designation are subject to the San Martin Integrated Design Plan and Guidelines to ensure rural compatibility with the San Martin area.

The nearest scenic road to the property is Llagas Road, located 0.15 miles from the subject property. Immediately west of the site is the Union Pacific railroad tracks which is used for both freight and Caltrans traffic. The site previously operated as a commercial wood pallet yard, as well as various other uses from the early 1970’s and has been vacant for approximately 2 years. All the existing structures are proposed to be re-purposed without exterior changes, with the exception of Building A, which would need the removal of a front porch. The property is not located within a scenic vista or vantage point.

The site is developed but void of any vegetation, outcrops, trees, rocks, outcroppings. The most visible building is situated facing San Martin Street and is referred to as Building A. The structure was built in the late 1950’s and was originally constructed of metal siding but with a front porch with wooden posts; all features were painted brown (See Figure 4).

County General Plan Policies, San Martin Planning Area

The Land Use Element of the Santa Clara County General Plan (Santa Clara County 1994b: H-40) includes the following General Plan policies that apply to the proposed project:

- Policy R-LU 119: Development shall conform to the San Martin Integrated Design Plan and Guidelines.
- Policy R-RC 100: Signs allowable under the provisions of the zoning ordinance should be harmonious with the character of the area in which they are located and should be of the highest design standards.

San Martin Integrated Design Guidelines

The design guidelines contained within the San Martin Integrated Design Plan and Guidelines (SMIDG) are intended to inform and guide public and private property development in San Martin so that the form and character of the overall community is protected and enhanced (Santa Clara County 1995). The following non-residential guidelines are applicable to the proposed project:

Architecture

- The proposed non-residential structure(s) shall enhance, through excellence of design, the San Martin community as a whole as well as the immediate neighborhood.
- The general architectural style of the non-residential structure(s) shall be compatible with the architecture of the neighboring uses and surrounding community in such a way as to enhance the desired visual character of San Martin.
- Buildings and other nonresidential structures shall create an attractive exterior form by using variation in the arrangement of colors, textures and materials.
- Materials and colors shall be appropriate to ensure compatibility with the natural setting, the surrounding neighborhood and the intent of these design guidelines.
- For larger structures or developments, a more complex building shape or a cluster of smaller buildings is appropriate rather than a single large monolithic building.
- Building height shall be limited to two stories. A three-story height limit may be allowed under the County's variance procedure if such a variation meets the mandatory variance findings, and adds to the desired visual character of the development.
- Pitched roofs, generous overhangs, wide verandas and covered porches and walkways shall be encouraged while still meeting all other zoning and building code requirements. Flat roofs without western style parapets are inappropriate.

Landscaping

- Complete final landscape plans shall be required as a condition of approval. Landscape plans shall include all existing and proposed landscaping or landscape features.
- Landscaping shall consist of a combination of trees, shrubs and groundcover. Trees shall be a prominent feature of the landscape plan. Mature trees, as well as portions of orchards, shall be retained as part of the landscaping program whenever possible.
- Landscaping shall relate to the entire development and shall be installed throughout the site and along street frontages.
- When appropriate, service areas, such as water and fuel tank areas, loading docks and open storage yards shall be screened from view.

Signage and Lighting

- Lighting shall be low level, constant in intensity and color, and shall be directed onto the property so as not to create glare and illumination on neighboring lands.

DISCUSSION:

a-b) No Impact. The property is not located within a designated scenic vista or adjacent to a scenic highway. The site was used previously as a wood-storage pallet facility and has not scenic resources.

c) Less than Significant. Lighting proposed could create a new light source, however as demonstrated by the applicants submitted photometric plan the amount of lighting emulating from the property would not spill over the property line. Exterior lighting exists at Building A exterior and within the main parking area. The proposed business will operate Monday through Friday between 9am to 5pm and on Saturday from 9am to 3pm therefore there will be no activity during the evening.

Ten-foot perimeter landscaping is proposed along the perimeter of the property in locations that is void of landscaping. Landscaping will help to screen the vehicles from both the neighboring properties and passer-byers on Monterey Road. Consistent with the San Martin guidelines, landscaping will be situated along street frontages, in this case, in the area immediately in front of Building A, potted landscape plants will be placed in front of the building.

d) Less than Significant. Since the site is developed with existing structures and has been used previously as a wood-pallet storage site, the proposed project's impact to the existing visual character of the site would be less-than-significant. Any changes to Building A would also be conditioned to meet the SMIDGP. There will not be a new visual impact which would change the existing visual character or quality of the commercial/industrial surroundings. The applicant has provided a parking layout for parked vehicles along the perimeter of the site. In order to screen vehicle parking the applicant would provide landscaping along the rear and side property lines (See Figure 5). Consistent with SMIDG, landscaping would be no less than ten feet in depth and will be placed in areas void of vegetation along the property lines. Through these measures, the site's visual character would be improved.

B. AGRICULTURE / FOREST RESOURCES							
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.							
WOULD THE PROJECT:	IMPACT						Source
	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,23,24,26
b) Conflict with existing zoning for agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9,21a

B. AGRICULTURE / FOREST RESOURCES

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WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
c) Conflict with an existing Williamson Act Contract or the County's Williamson Act Ordinance (Section C13 of County Ordinance Code)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 28
e) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	32
f) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

SETTING:

The 2.0-acre site is located on "Prime Farmland," as designated by the California Farmland Mapping and Monitoring Program. The property is not under Williamson Act contract. The project site contains no designated forest land. Look at Farmland Mapping (FMMP), GISALL for this, GISMO if prime then less than significant, only if other than no impact at all

DISCUSSION:

a) Less than Significant. The project site is designated under the FMMP as "Prime Farmland" but has been previously converted to an industrial use. The Natural Resource Defense Council (NRDC) lists the site as "Prime Farmlands" if irrigated. Therefore, the proposed development would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. The property is not under the Williamson Act contract.

b-f) No Impact. Truck installation services with ancillary sales are an allowed use in the San Martin Commercial and Industrial Use zoning overlay district; therefore, the proposed project would not conflict with existing zoning for agricultural use. The project site is not zoned as forest land or timberland. Therefore, the proposed project would not conflict with such zoning or result in the loss of forest land or conversion of forest land to a non-forest use.

Immediate surrounding properties are designated under FMMP as “Prime Farmland”, however as noted above this site as well as many others have already been converted to other uses. The project would not result in the loss or conversion of forest land to other uses and there will be no impact to agriculture/forest resources. The site is developed and aside of new landscaping along the perimeter there will not be new soil disturbance. Therefore, the proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

MITIGATION:

None required.

C. AIR QUALITY							
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 29, 30

SETTING:

The proposed project is located within the San Francisco Bay Area Air Quality Management District (BAAQMD), which regulates air pollutants, including those that may be generated by construction and operation of development projects. These so-called criteria pollutants include reactive organic gases, carbon monoxide, nitrogen dioxide, and particulate matter (PM). BAAQMD also regulates toxic air contaminants (fine particulate matter), long-term exposure to which is linked with respiratory conditions and increased risk of cancer. Major sources of toxic air contaminants in the Bay Area include major automobile and truck transportation corridors (e.g., freeways and expressways) and stationary sources (e.g., factories, refineries, power plants). The subject site is approximately 0.60 miles west of U.S. Highway 101 that spans through Santa Clara County.

Santa Clara County is currently designated as a nonattainment area for the 1-hour state ambient air quality standard and the 8-hour state and national ambient air quality standards (BAAQMD 2017). Ozone is primarily a problem in the summer, when prevailing seasonal northerly winds carry ozone precursors southward across the county. Santa Clara County is designated as a nonattainment area for the state PM₁₀ (i.e., respirable particulate matter with an aerodynamic diameter of 10 micrometers or less) standard and unclassified for the national PM₁₀ standard. The County is designated as nonattainment for the state and national PM_{2.5} (i.e., respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less) standards (BAAQMD 2017). The County experiences many exceedances of the PM_{2.5} standard each winter, due to high population density, wood smoke, industrial and freeway traffic, and poor wintertime air circulation caused by extensive hills to the east and west that block wind flow into the region.

BAAQMD seeks to improve air quality conditions in Santa Clara County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. BAAQMD adopted construction- and operational-related screening criteria for the evaluation of projects under CEQA in June of 2010 (BAAQMD 2010b; BAAQMD 2010c), which provide a conservative indication of whether a proposed project could result in potentially significant air quality impacts. If all screening criteria are met by a proposed project, no significant impacts to air quality would occur. In accordance with BAAQMD guidance, construction activities that are below the applicable operational screening size, include BAAQMD-recommended dust control measures, and do not include extensive construction activities, would not result in significant air quality impacts from construction activities. Furthermore, BAAQMD CEQA Air Quality Guidelines are used as a guide to evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

DISCUSSION:

a-d) Less than Significant. The proposed project would involve the re-use of existing structures on the property. The main building, Building A, would be used for storage and an office for the serving of trucks. This building was re-painted during the processing of the project and no new construction is proposed other than for improvements such as landscaping and parking re-surfacing. Some construction related to removal of the porch or architectural improvements may be necessary to meet the applicable County roads and design requirements.

Construction would generate emissions from ground disturbance and vehicle combustion. Operation would generate emissions from use of vehicles. BAAQMD has established screening level sizes for criteria air pollutants based on land use types.¹ If the project meets the applicable screening criteria, the project would not result in the generation of operational- and construction-related criteria air pollutants and/or precursors that exceed the Thresholds of Significance established by BAAQMD, which is average daily emissions (lb/day) of 54 for ROG, NO_x, and PM_{2.5}, and 82 for PM₁₀.

Operational emissions typically represent the majority of a project's air quality impacts. After a project is built, operational emissions including mobile and area sources, are anticipated to occur continuously throughout the project's lifetime. Operational-related activities include vehicle emissions, use of landscape equipment, and wood burning, could generate emissions of criteria air pollutants.² Area sources include fuel combustion from space and water heating, landscape maintenance equipment, fireplaces/stoves, evaporative emissions from architectural coating, and unpermitted emissions from stationary sources.

¹BAAQMD 2017. CEQA Air Quality Guidelines. May 2017.

² BAAQMD 2012. CEQA Air Quality Guidelines. https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/baaqmd-ceqa-guidelines_final_may-2012.pdf?la=en Accessed April 19, 2020.

According to the 2017 BAAQMD Guidelines, a light industrial land use, with a screening size of less than 541,000 sf. at 12,376 sf. is significantly below these thresholds. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Given the few sensitive receptors within the project vicinity and the lack of odor-generating land uses, the operation of the project would not create objectionable odors affecting a substantial number of people. The project would not include stationary sources of Toxic Air Contaminants (TAC) emissions or land uses associated with the heavy use of diesel vehicles during operation. Delivery vehicles are either gasoline or diesel but their limited trips, bi-weekly, less than 10-15 minutes on-site at a time will not create a significant impact to air quality.

MITIGATION:

None required.

D. BIOLOGICAL RESOURCES							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 7, 17b, 17o
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,7, 8a, 17b, 17e, 22d, 22e, 33
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 7, 17n, 33
d) Have a substantial adverse effect on oak woodland habitat as defined by Oak Woodlands Conservation Law (conversion/loss of oak woodlands) – Public Resource Code 21083.4?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 31, 32

D. BIOLOGICAL RESOURCES							
	IMPACT						
WOULD THE PROJECT:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Source
e) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,7, 17b, 17o
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	32
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,4, 17l

SETTING:

The 2.0-acre site is located within unincorporated Santa Clara County near the community of San Martin and zoned Rural Residential (RR), 5-acre minimum within San Martin Planning area overlay. Surrounded properties are also zoned rural residential. The Santa Clara Valley Habitat Plan land cover designation for the project site is *Urban-Suburban*, and the development designation is *Rural Development Not Covered*. No watercourses cross the site. Llagas Creek is located approximately 1,200 feet east of the project site. Several California Live Oak trees are located along the perimeter of the project site, which are proposed to be retained. Figure 4 shows existing site conditions.

Figure 4: Habitat Conservation Plan Aerial Image



Source: County GIS imaging

DISCUSSION:

a-g) No Impact.

Because the site is devoid of any sensitive or special status species, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. According to historical aerial images, the site has been developed as early as the late 1960's. No watercourses cross the project site, which is approximately 1,200 feet west of Llagas Creek. No trees are proposed for removal. Therefore, use of the site would not affect riparian or wetland habitat or substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. The project site is designated by the Santa Clara Valley Habitat Plan as Rural Development Not Covered; therefore, the project would not conflict with implementation of the plan.

MITIGATION:

None required.

E. CULTURAL RESOURCES							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines, or the County's Historic Preservation Ordinance (Division C17 of County Ordinance Code) – including relocation, alterations or demolition of historic resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 16, 19, 40, 41
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 19, 40, 41
c) Disturb any human remains including, those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 19, 40, 41

SETTING:

An historical assessment was prepared by Mike Garavaglia Architecture Inc. dated May 5, 2020. The report analyzed the existing structures on-site, totaling 12,376 s.f., which are proposed to be re-purposed.

- Building A: A 6,243 sf. office and warehouse building at the property frontage;
- Building B: A 5,025 sf. repair shop and storage of wood pallets located to the rear of the property;
- Building C: A 330 sf. office building; and

- Building D: A 778 sf. Shed and restroom building.

Since the early 1970's, the County has issued several entitlements for use of the property which include various commercial and industrial uses such as barber shop, office space and storage uses. The most visible building, Building A, was placed on the property sometime in the late 1950's. There are no historic structures or resources immediately surrounding the site. The intersection of East San Martin and Depot Street as well as the structures on site have remained largely unchanged in overall placement and design.

The California Register of Historical Resources (CRHR)

The CRHR is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.

According to the Garavaglia report, the National Register Criteria for Evaluation is "...the basis for judging a property's significance for their association with important events or persons, for their importance in design or construction, or for their information potential..." National Register Bulletin 15. The National Register Criteria recognizes the following categories:

- Criterion A; Associative Value: properties significant for their association or linkages to events
- Criterion B; Associative Value: properties significant for their association to persons important to the past
- Criterion C; Design or Construction Value: properties significant as representatives of the fabricated expression of culture or technology
- Criterion D; Information Value: properties significant for their ability to yield important information about prehistory or history

Historical resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

Santa Clara County Landmark Designation Criteria:

The County Historical Preservation Ordinance was adopted for the preservation, protection, enhancement, and perpetuation of resources of architectural, historical, and cultural merit within Santa Clara County and to benefit the social and cultural enrichment, and general welfare of the people. To this end, the Board of Supervisors (ARTICLE II. - LANDMARK DESIGNATION Sec. C17-5.) may designate those historic resources as "landmarks" which meet the following designation criteria:

- Criterion A; Fifty years or older. If less than 50 years old, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the historic resource and/or the historic resource is a distinctive or important example of its type or style; and
- Criterion B; Retains historic integrity. If a historic resource was moved to prevent demolition at its former location, it may still be considered eligible if the new location is compatible with the original character of the property; and
- Criterion C; Meets one or more of the following criteria of significance:
 1. Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
 2. Associated with the lives of persons important to local, California or national history;
 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
 4. Yielded or has the potential to yield information important to the pre-history or history of the local area, California, or the nation.

Santa Clara County Landmark designation requires potential resources to meet *all* criteria to be considered for Landmark Designation.

DISCUSSION:

a,b,c) Less than Significant. A preliminary historical assessment was prepared by Garavaglia Architects to assess whether the site or structures would qualify for any local, regional or state historical listing. Structures remain in their original location but there have been minor alterations over the years which have compromised their integrity. The exterior finishes, materials, configuration and their current conditions vary greatly across the structures. During the processing of the application the owner conducted interior improvements and re-painted Building A, further altering the original facade. The structures are not associated with persons or events which are important to California history based on current information, absent definitive information as to the owner or lessee of the property which cannot be determine due to COVID-19 restrictions.

None of the structures on the site were deemed historic based on the preliminary historical assessment, therefore the proposed use would not alter a historic resource, nor would it change a potential historic resource. The Garavaglia assessment found that the proposed project would not result in a substantial adverse change to the subject structures at the project site. The retention of the porch would meet the Secretary of Interior Standards for the Treatment of Historic Properties, even if the final assessment finds information making the site eligible under the State Criterion B.

While no immediate evidence of buried cultural resources has been found, there is always a chance of encountering buried cultural resources during any construction. The disturbance of these resources, if they are encountered during excavation and construction, could result in an impact. The project will not require any ground disturbance except for the establishment of landscaping and establishing parking areas. A standard condition of approval will be applied stating that if any resources are found, a qualified archaeologist shall be contacted along with the County Planning Office. No further disturbance of the remains may be made except as authorized by the County Planning Office.

MITIGATION: None required.

F. ENERGY							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary construction of energy resources during project consumption or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 5
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5

SETTING: The site is developed with four existing buildings and no new structures are proposed with the use. During application processing, Building A was remodeled on the interior and exterior. Work conducted will require a building permit and must comply with California's Energy Efficiency

Standards for Residential and Nonresidential Buildings established by the CEC regarding energy conservation standards found in Title 24, Part 6 of the California Code of Regulations.

DISCUSSION:

a-c) No impact. The main building, Building A will require a building permit and shall comply with the current building code, making the structure energy efficient. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. New development is subject to energy conservation measures therefore, development of the warehouse would be built to include energy conservation measures. Any work conducted without permits must be legalized and at the time of permit approval, the structures will need to comply with current standards.

As such, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Delivery trucks will come to the site bi-weekly and will deliver 1 to 2 vehicles for sale. Each delivery will take place within 20 minutes or less. All trucks meet emission standards of the state and local government to ensure emissions would not exceed adopted thresholds. (Project Description; Reference # 3, 5, 6, 20)

G. GEOLOGY AND SOILS							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:							
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17c, 43
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17c
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17c, 17n, 18b
iv) Landslides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17L, 118b
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 14, 23, 24
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 17c, 23, 24, 42

G. GEOLOGY AND SOILS							
	IMPACT						
WOULD THE PROJECT:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Source
d) Be located on expansive soil, as defined in the report, <i>Soils of Santa Clara County</i> , creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	14,23, 24,
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,6, 23,24,
f) Directly or indirectly destroy a unique paleontological resource on site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,4,40,41

SETTING: The Santa Clara County Geologic Ordinance (Sections C12-600 through C12-624) establishes minimum requirements for the geologic evaluation of land, based on proposed land uses and geologic hazard zones. The site is flat and developed with little to no vegetation.

DISCUSSION:

a-f) No Impact. The subject site is relatively flat with soil type Arkbuckle gravelly loam, 0 to 2 percent slopes. The project site is in a seismically active region of California. The site is not listed on any State Earthquake Fault, County Fault Rupture Hazard Zone or the County or State liquefaction zones. There are no known paleontological resource on site or unique geologic features on the property. Department of Environmental Health staff have determined that the soils are capable of supporting the existing septic system which meets County DEH requirements.

There is no grading proposed for use of the property as all structures to be used are existing. County Ordinance Code requires a grading permit be issued given the total grading quantity, and the grading plan will be reviewed for conformance to the County's Grading Manual and BMPs, ensuring that no over-compaction or over-covering of soil will occur. The project is subject to Santa Clara County's Policies and Standards Pertaining to Grading and Erosion Control measures which have been reviewed and found to be appropriate by County Land Development Engineering.

Therefore, re-use of commercial buildings will not expose people to substantial adverse impacts due to an earthquake, strong seismic ground shaking, landslide or seismic-related ground failure, substantial erosion or geological hazards. (Project Description; Reference # 3, 5,20, 24,58, 59, 6 i)

H. GREENHOUSE GAS EMISSIONS							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30

SETTING: The site is located at the terminus of Depot Street and San Martin Avenues and was vacant for several years after being used as a wood pallet storage facility. The proposed use will involve minimal construction and improvements, as the project would re-use existing buildings on-site.

Unlike emissions of criteria and toxic air pollutants, which are discussed in *Section 4.3, Air Quality* and have local or regional impacts, emissions of greenhouse gases (GHGs) have a broader, global impact. The principal GHGs contributing to global warming and associated climate change are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

Bay Area Air Quality Management District (Regional)

BAAQMD is the regional, government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The *Bay Area 2017 Clean Air Plan* focuses on two closely related BAAQMD goals: protecting public health and protecting the climate. The 2017 CAP lays the groundwork for the BAAQMD's long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. The 2017 CAP also includes a wide range of control measures designed to decrease emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The *CEQA Air Quality Guidelines* recommend a GHG threshold of 1,100 MT or 4.6 MT per capita. These thresholds were developed based on meeting the 2020 GHG targets. Development of the project would occur beyond 2020, so a threshold that addresses a future target is not yet available, however the activity level proposed is considered nominal.

DISCUSSION:

a, b) No impact: No single land use project could generate sufficient GHG emissions on its own to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contribute cumulatively to the phenomenon of global climate change and its associated environmental impacts.

No more than 73 vehicles would be stored on-site and as they sell, would be replaced. Typically, one to two vehicles are brought onto the property to replaced the vehicles sold. Ongoing truck trips would not be

significant, as there would not be ongoing operation movement of vehicles brought to the lot. On average, a few vehicles are brought onto the property each month.

Construction Related impacts: Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel. There is no new construction associated with the project therefore, the project's GHG emissions would be below the Bay Area Air Quality Management District's bright line threshold for 2020 emission reduction target of 1,100 metric tons per year.

MITIGATION:

None Required.

I. HAZARDS & HAZARDOUS MATERIALS							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 5
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 5
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	46
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	47
e) For a project located within an airport land use plan referral area or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or in the vicinity of a private airstrip, would the project result in a safety hazard, or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 22a
f) Impair implementation of or physically interfere with an adopted emergency response	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 48

I. HAZARDS & HAZARDOUS MATERIALS							
	IMPACT						
WOULD THE PROJECT:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Source
plan or emergency evacuation plan?							
g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4, 17g

SETTING:

Hazardous materials are used in commercial, industrial, agricultural, and household processes. In some cases, historical use of hazardous materials has resulted in release of hazardous wastes to soil and groundwater. The site has been used for storage or been vacant through the years, and does not appear from historical aerial images to have been farmed. The property contains four buildings, totaling 12,376 s.f., with Building A proposed to be used as an office and storage and Building B (5,052 s.f.) proposed to be used for truck oil changes and part replacements, but no mechanical repairs. Buildings A and B will not be used for storage of any hazardous materials or substances other than oil for oil changes and typical household cleaning materials.

State and Federal Regulations

The storage, use, generation, transport, and disposal of hazardous materials and waste are regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund created to investigate and clean-up sites contaminated with hazardous substances, and the Resource Conservation and Recovery Act (RCRA) which provides framework for the management of non-hazardous solid wastes. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies including the County of Santa Clara Fire Department have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Local Listing

Government Code § 65962.5 enacted The Department of Toxic Substances Control to compile and maintain, at least annually, to the Secretary for Environmental Protection, a list of all hazardous waste facilities subject to corrective action, hazardous waste property or border zone property, information received by the Department of Toxic Substances Control, and all properties within the Abandoned Site Assessment Program. The reporting list is also referred to as the Cortese List.

San Martin Airport

The San Martin Airport is a general aviation airport with one runway, located at 13030 Murphy Ave., San Martin, California. The project site is within the South County Airport Comprehensive Land Use Plan (Santa Clara County Airport Land Use Commission [ALUC] 2016) and airport land-use referral

area of the San Martin airport⁴. The Airport Influence Area (AIA) defines the area in which the ALUC policies and procedures apply in South County and the site is a part of a 6,027-acres covered by the AIA. The ALUC establishes policies for the regulation of land use, building height, safety, and noise exposure within areas adjacent to each of the public airports in the County. The airport is approximately 2,300 feet away from the airport property and flight paths.

DISCUSSION:

a, b, c, e) Less than significant. The project will include sales of light duty trucks and small vehicles that will be open to the public. Although parts replacement and oil changes will take place within the building, the materials to be used in this area have been reviewed by the Environmental Health Department and determined to be less than significant. Hazardous materials will not be transported.

The site is located within the airport land use referral area of San Martin Airport, less than 2,000 feet away from the project site. It is estimated that Community Noise Equivalent Level (CNEL) in decibels as a result of airport operations at South County Airport for the site is 60 Db's. Development of a site would not contribute to the noise levels mapped for properties within the airport influence area. The project will not contribute to noise levels in the area and therefore will have a less than significant impact to a public airport or public use airport and would not result in a safety hazard, or excessive noise for people residing or working in the project area.

The project will not contain a large amount of hazardous materials which would expose large numbers of people. Typical products used in this area include screw drivers, power wrenches, air compressor, air gun, vacuum cleaner, hydraulic jack and hammers, as well as general cleaning supplies. The amount and quantity of materials use was evaluated by the Environmental Health Department and not found to contain significant hazards. The site is not listed on any contaminated site list nor are there any known occurrences of prior uses that would cause the site to be contaminated.

The closest school, San Martin/Gwinn Elementary School is approximately 890 feet (or 0.17 miles) north of the subject property. The project does not include the release or handling of hazardous materials. Any chemicals or cleaning agents will be contained within the warehouse building therefore the impacts to school would be less than significant.

d, f, g) No impact. The project is located within a residential neighborhood and would not change the local roadway circulation pattern, access, or otherwise physically interfere with local emergency response plans. The access to the project is from an existing public road, and the access road would be upgraded to meet County standard and the development plans have been reviewed and approved by the County Fire Marshal's Office. The proposed project would not impair or physically interfere with any emergency response or evacuation plans. The project is not located within the wildland urban interface area and would not expose people or structures to wildfires.

The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5. Therefore, the project would have a less than significant impact involving the transport, use, or disposal of hazardous materials.

MITIGATION:

None Required.

J. HYDROLOGY AND WATER QUALITY

⁴ San Martin Airport CLUP. South County. Accessed 6/17/2019.

https://www.sccgov.org/sites/dpd/DocsForms/Documents/ALUC_20081031_All_IS.pdf

Would the project:	IMPACT						SOURCE
	Potential y Significant t Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	34, 36
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 4
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 17n,
i) Result in substantial erosion or siltation on- or off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 17p
II) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 36, 21a
III) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
IV) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 17p, 18b, 18d
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 18b, 18d
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 4, 17p

SETTING:

The Santa Clara Valley is a flat alluvial plain situated between the Santa Cruz Mountains to the west and the southern Diablo Range to the east. The majority of the County drains in a northerly direction into the San Francisco Bay, although the site is located within the Uvas-Llagas Watershed, a 104-square-mile region which is distinguished by its agricultural lands and natural areas and drains to the Pajaro River. Part of the larger Pajaro River Watershed, the creeks in this watershed are the only waterways in Santa Clara County that flow southward. The site is located within the Central Coast Regional Water Quality Control Board Special Riparian Setback Area, which requires a 30-foot setback from top of bank or edge of riparian vegetation. The property is well outside of this setback area and bodies of water. The site is not within a designated floodplain.

There are no surface water resources within the project site. Llagas Creek is located over 0.23 miles east of the property and separated by developed single-family properties. The Central Coast Regional Water Quality Control Board lists Llagas Creek (below Chesbro Reservoir) as an impaired water body in accordance with Clean Water Act Section 303(d) due to chloride, chlorpyrifos, electrical conductivity, e. coli, fecal coliform, low dissolved oxygen, nutrients, sedimentation/siltation, sodium, total dissolved solids, and turbidity (SWRCB 2012).

Groundwater

The project site is within the Gilroy-Hollister Groundwater Basin. According to the California Department of Water Resources annual precipitation for the Llagas subbasin ranges from less than 16 inches in the south to more than 24 inches in the north (DWR 2004). Recharge to the Llagas subbasin occurs from a variety of sources: natural recharge from streams, principally Uvas and Llagas Creeks; percolation of precipitation and surplus irrigation waters; seepage along canals; subsurface inflow; and artificial recharge. The amount of water recharged to the groundwater basin varies widely from year to year, depending on the amount of precipitation. A number of artificial recharge facilities enhance natural recharge to the Llagas subbasin including the Madrone Channel, Main Avenue Percolation Ponds, and a number of percolation ponds along Uvas and Llagas Creeks.

Floodplain

Floodplains are low-lying lands adjacent to waterways that are naturally subject to periodic flooding. Special development standards apply to those areas that have been designated as the "100-year floodplain." Regulated Special Flood Hazard Areas are delineated on Flood Insurance Rate Maps (FIRMs) issued by the Federal Emergency Management Agency (FEMA). FEMA defines a Regulatory Floodway as the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Llagas Creek is a perennial stream flows northeast along Casa Loma Road, until it reaches Uvas Road through Chesbro Reservoir, and the cities of Morgan Hill, San Martin, and Gilroy. The creek continues its southward flow, eventually joining the Pajaro River at the San Benito County line, south of Gilroy.

DISCUSSION:

a, b, c, c(i), c(ii), c(iii), d, e) No impact. Llagas Creek is 0.23 miles to the east of the site, which is north of the site and several parcels from this lot. Grading for landscaping will be needed, as well as other site improvements such as improved drive-way approach. Ground disturbing activities would not affect a substantial portion of the project site and result in discharge of sediment or other pollutants into nearby water bodies. Operation of the proposed project involves parking areas and storage of vehicles until they are sold.

Ongoing use of the property from vehicle movements could be subject to wind erosion, rainfall, and stormwater runoff events which could accelerate erosion and introduce nutrients or suspend sediments to surface water runoff. Runoff water quality is regulated by the National Pollution Discharge Elimination System (NPDES) Program (established through the federal California Water Act (CWA)). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by state and federal statutes and regulations. Locally, the NPDES Program is administered by the Regional Water Quality Control Board (RWQCB). According to the water quality control plans of the Central Coast RWQCB, any construction activities, including grading, resulting in the disturbance of 1 acre or more would require compliance with the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). The project would not be subject to compliance with the Construction General Permit as it would not increase impervious surfaces by more than an acre.

The project was reviewed by the County Land Engineering Department, standard conditions of approval require compliance with both state and regional water quality regulations therefore, the project would not likely violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Further, if there is an increase the net impervious area to greater than 2,500 sf., and/or any earthwork that is in excess of the limits as

outlined the County's Grading Ordinance, then a Grading Permit or Drainage Permit will be required. With the implementation of these measures the project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Development is not allowed in designated 100-year floodways (i.e., flood flow channels) and the project site is not located within a floodway.

The project was reviewed by the Land Development Department and it was determined that on-site operations will maintain off-site drainage discharges and no additional improvements are required. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.

MITIGATION:

None required.

K. LAND USE							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 4
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8a, 9, 18a

DISCUSSION: The property has a General Plan designation of Rural Residential and is located within the San Martin Planning Area and is within both the San Martin Commercial and Industrial Use Permit Area (see Figure 1). It is surrounded by residential uses and a religious institution directly adjacent to the site on Depot Street.

- Policy R-LU 114: San Martin shall remain rural and non-urban in nature.
- Policy R-LU 120: Industrial plan area shall provide light industrial uses which provide a benefit to the community.
- Policy R-LU 122/131: New or expanded uses shall provide for sufficient water supply.
- Policy R-LU 123/130: New or expanded uses may be allowed if they provide adequate storm drainage systems in place.
- Policy R-LU 127: New commercial land uses shall be of a local-serving nature which provide agricultural and commercial needs of its residents.
- Policy R-RC 101: Roads, building sites, structures and public facilities shall not be allowed to create major or lasting visible scars on the landscape.
- Policy R-LU 119: Non-residential development shall conform to adopted design guidelines for the San Martin Community contained within the "San Martin Integrated Design Guidelines."

a, b) No impact: Development, as conditioned, would not conflict with any land use plan, specifically the San Martin Integrated Design Guidelines (SMIDG), for non-residential structures. Enhanced landscaping will be provided along the property lines in areas not otherwise landscaped. Lighting will be minimal and is not planned to spill over the property line.

The site has four existing structures and one structure, Building A, was re-painted and improved without permits therefore this building will be conditioned to be rural in nature and similar to the original design (Discussed more in Section II.A above) design would be rural in nature. General Plan policy R-LU 119 and R-LU 128 provide that non-residential development shall be consistent with the SMIDG.

The proposed commercial use would not physically divide a community. (Project Description; Reference # 3, 5, 24, 15).

MITIGATION:

None Required.

L. MINERAL RESOURCES							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 44
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 8a

DISCUSSION: The project does not include mineral extraction. The site is not listed as a mineral resource per the State Mining and Geology Board. Re-use of the existing structures on-site will involve not involve new mineral resource activities.

a, b) No impact. The project involves the re-use of existing structures and will not result in the loss of availability of a locally important mineral resource recovery site. Therefore, impacts to mineral resources are less than significant. (Project Description; Reference # 3, 5, 23, 24)

MITIGATION:

None Required.

M. NOISE							
WOULD THE PROJECT RESULT IN:	IMPACTS						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8a, 13, 22a, 45
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	13, 45
c) For a project located within the vicinity of a private airstrip or an airport land use plan referral area or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 5, 22a

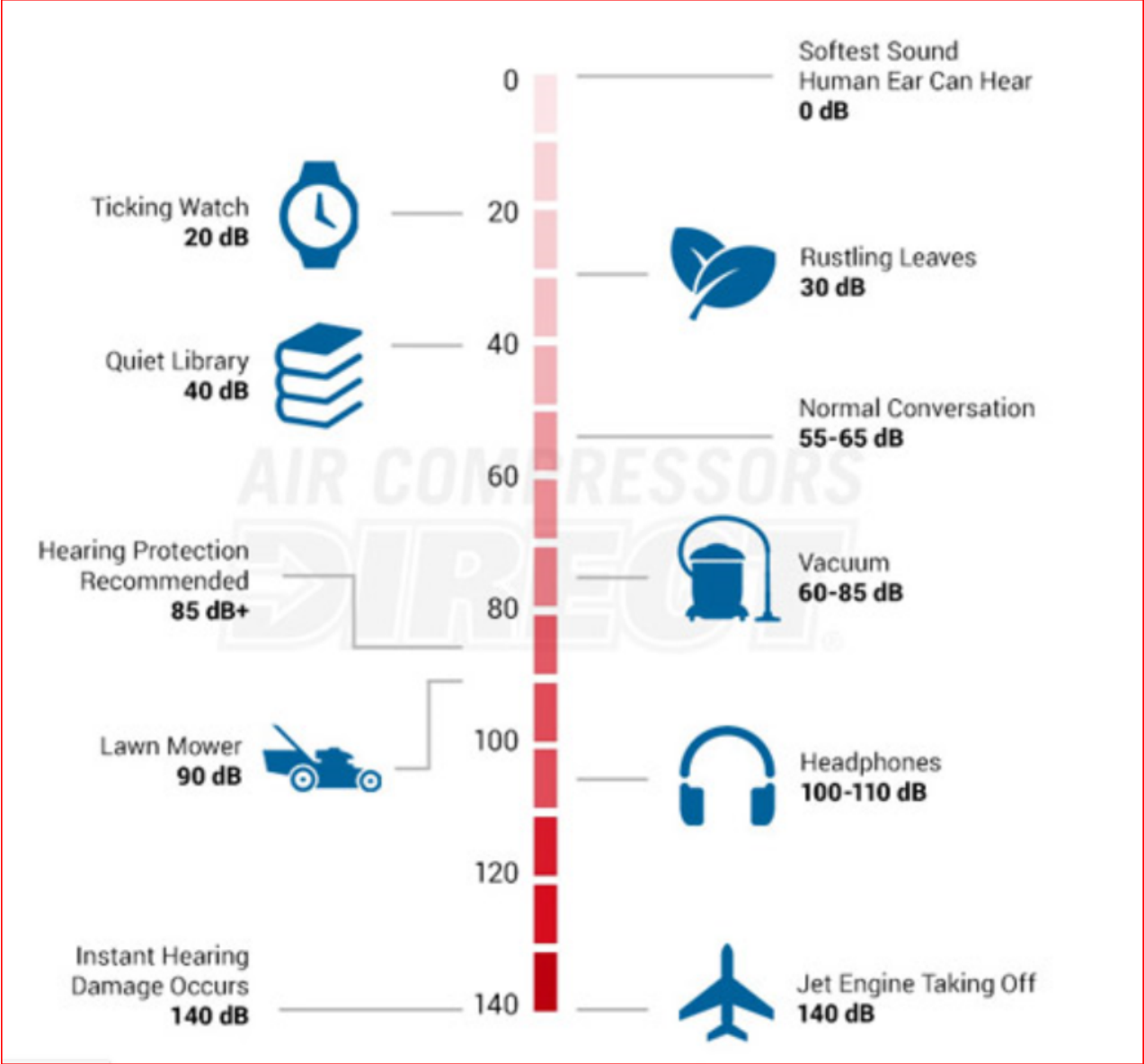
SETTING:

The rectangular shaped property is located at the intersection of San Martin and Depot Street in central San Martin. North of the property is the Caltrain station and immediately west is single-family residential properties and a religious institution. The railroad and Monterey Road are located immediately to the west of the property.

Noise

Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise. Noise is typically expressed in decibels (dB), which is a common measurement of sound energy. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes and stationary sources such as activity at construction sites, machinery, and commercial and industrial operations. Below is a table of common noise sources generating environmental noise and associated noise levels to provide context.

Table 1: Noise Generators



Source: Air Compressors Direct, <https://www.aircompressorsdirect.com/stories/1364-How-to-Buy-a-Quiet-Air-Compressor.html>

The Santa Clara County General Plan defines areas that experience noise in excess of 55 Ldn as noise impact areas (Santa Clara County 2015) and a maximum interior noise level for intermittent noise of 45 dBA for residential.

In addition to project related noise, there is background noise, known as ambient noise, that can contribute to noise levels. Ambient noise levels tend to be most affected by proximity to transit corridors, major streets, highways, rail lines, and airports. The existing noise environment in the project vicinity is primarily influenced by transportation noise from motor vehicle traffic. The site is located within 70 feet east of the railroad, within approximately 120 feet of Monterey Road and .60 miles west of Highway 101. According to the San Martin Airport Comprehensive Land Use Plan (CLUP), the Predicted Community Noise Equivalent Level (CNEL) in decibels as a result of airport operations at South County Airport for the site is listed as being within between 55 dBA and 65 dBA. Of note, the site is not located within the airport boundary.

Policy N-5 of the South County CLUP states:

- Residential construction will not be permitted in the area between the 60 dB CNEL contour boundary and the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound level will be no greater than 45 dB CNEL.
- While commercial or industrial uses are deemed generally acceptable in the 60-65dBA CNEL Contour boundaries, noise attenuation is suggested. High-occupancy uses such as churches, libraries, schools and auditoriums are generally unacceptable.

Countywide Policies

- Policy C-HS 24: Environments for all residents of Santa Clara County free from noises that jeopardize their health and well-being should be provided through measures which promote noise and land use compatibility.
- Policy C-HS 25: Noise impacts from public and private projects should be mitigated.
- Policy C-HS 27: Land uses approved by the County and the cities shall be consistent with the adopted policies of the Santa Clara County Airport Land Use Commission Comprehensive Land Use Plans for specific airports.

Rural Areas

- Policy R-HS 1: Significant noise impacts from either public or private projects should be mitigated.
- Policy R-HS 2: The County should seek opportunities to minimize noise conflicts in the rural areas.
- Policy R-HS 4: Land uses approved by the County and the cities shall be consistent with the adopted policies of the Santa Clara County Airport Land Use Commission's Comprehensive Land Use Plan.

As shown in Figure 4 below, whereas residences are indicated as either S1, S2, S3 and S4. The closest residences, sensitive receptors, are located east of the site within 103 ft (S1), 126 ft (S2), 130 ft (S3) and 177 ft (S4).

Figure 1: Sensitive Receptors to the Project Site



Section B11-153 of the Santa Clara County Code identifies maximum permissible dwelling interior sound levels for residential dwellings. Between 10:00 p.m. to 7:00 a.m. the allowable interior noise level is 35 dBA Lmax and from 7:00 a.m. to 10:00 p.m. the allowable interior noise level is 45 dBA Lmax. Section B11-154 (6) prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekdays and Saturday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, that would generate a noise disturbance across a residential or commercial real property line.

Vibration

While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through a structure. As with noise, vibration consists of an amplitude and frequency. As with noise, vibration consists of an amplitude and frequency. A person's reaction to vibration will depend on the amplitude and frequency, as well as their individual sensitivity to the phenomenon. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment).

DISCUSSION:

a) Less Than Significant Impact. The proposed project is reuse of existing facilities at 40 E. San Martin Avenue, San Martin to conduct automobile sales and limited automobile repair. Auto repair, which could occur on a daily basis within Building B, may involve two tools which would emit noise, an air compressor and a nail gun (Shown below in Table C). Both the air compressor and nail gun would be used occasionally and only during weekdays between the hours of 9am to 5pm, with occasional use on weekends. Deliveries to the site are proposed bi-weekly.

Tools to be used include screw drivers, power wrenches, air compressor, air gun, vacuum cleaner, hydraulic jack and hammers, mechanical tools, as well as general cleaning supplies. An electric air compressor and nail gun would be used during the operation hours and only on occasion. Air compressors range in noise level from 40 to 90 decibels and the nail gun has an average sound of 121 dBA, and exposed noise in small increments. Both of these tools will not result in exterior noise levels louder than 70dB, according to the applicant, however staff analyzed the average range of these tools below in Table C using the methodology that every time the distance doubles, the sound level drops off by 6 dBs.

The nail gun has an average sound of 121 dBA and at 2-ft, the sound would be 115dBA, then at 4-ft will be 109dBA. By the time it reaches the closest receptor located 103 feet from Building B there will be no noise heard. A typical air compressor noise level can range between 40-90 dB(A) and will have an undetectable noise to the nearest sensitive receptor at 103 feet.

Table C: Noise Levels by Distance for Nail Gun and Air Compressor

	2'	4'	6'	8'	10'	12'	14'
Nail Gun 121 dB	115dBA	109dBA	103dBA	97dBA	91dBA	85dBA	70dBA
Air Compressor 90 dB	84dBA	78dBA	72dBA	66dBA	60dBA	54dBA	49dBA

Noise generating activities remain indoors and would not negatively impact sensitive receptors. The applicant will be required to place the air compressor farthest from the sensitive receptors. As shown above, use of the nail gun will not be heard by nearby receptors.

b, c) Less than significant impact. Vibration levels associated with this project are not expected due to the absence of such type of equipment and the relatively large distances between project equipment (sources) and acoustically sensitive receivers. The project does not include the use of any ground born equipment or activities. No construction pile-driving is involved or proposed. Therefore, the project will not generation excessive groundborne vibration or groundborne noise levels.

The site is located 0.43 miles feet from the San Martin Airport. The site lies outside of the 60 decibel Community Noise Equivalent Level and thus would not subject people residing or working in the project area to excessive noise levels, (60-65dBA CNEL, as identified in policy N-2 of the CLUP). Therefore, the project would not expose people residing or working in the project area to excessive noise levels and the impact would be less than significant.

MITIGATION:

None required.

N. POPULATION AND HOUSING							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4
b) Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 4

SETTING: The proposed use does not include a residential component or any residential use.

Population and Housing: A commercial vehicle sales use would not induce population growth or displace existing housing or people. The commercial operation is open to the public but the level of activity is considered nominal and will not increase demand for housing or negatively impact population in the area. (Project Description; Reference # 1, 3, 6, 8a, 9, 17)

DISCUSSION:

None Required.

O. PUBLIC SERVICES							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically							

altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:							
i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
iii) School facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 17h
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5

SETTING: The 2.0-acre site is located within the Commercial and Industrial Use Permit Area of San Martin and the use is a commercial land use.

Public Services: The re-use of four existing buildings would not significantly increase the need for additional fire or police protection to the area. Other public services, such as provided by schools or parks, would not be significantly impacted as the project would not generate new employment or housing needs. (Project Description; Reference # 1, 3, 6, 17, 20a, 20b)

DISCUSSION:

Not Required.

P. RECREATION							
WOULD THE PROJECT:	IMPACT						SOURCE
	<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 4, 5, 17h
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 5

SETTING: Coyote Harvey Bear Park, located over 0.50 miles east of the site is the closest regional park to the site. The proposed use does not include a recreational use or activity.

Recreation: The site is located in a rural residential zoning district and the proposed project, an industrial use with minimal employees and no new housing, will not increase the use of existing

neighborhood and regional parks or other recreational facilities or affect the use of existing recreational facilities or result in construction of recreational facilities. (Project Description; Reference # 1, 3, 5, 6, 15, 17)

DISCUSSION:

Not Required.

Q. TRANSPORTATION							
			IMPACT				SOURCE
WOULD THE PROJECT:	YES					NO	
	<u>Potential ↓ Significant ↑ Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 4, 5, 6, 7, 49, 52
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? ⁶	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 49, 50, 52
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 5, 6, 7, 52
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 48, 52

SETTING:

The project includes the re-use of existing structures on a parcel at the southwest corner of Depot Street and San Martin Avenue. Site access is from Depot Street. Highway 101 is a major arterial connecting San Jose to Gilroy in Santa Clara County. Other major thoroughfares include Monterrey Highway and Santa Teresa Boulevard. San Martin Avenue intersects all of these thoroughfares.

Under the proposed project the facilities would be open to the public Monday through Friday between 9am - 5pm and by appointment on Saturday. No more than 10 customers are expected to visit the site per day with up to five employees on-site at any given time. Most customers order online or call the facility to see the vehicles for sale.

Vehicle Miles Traveled

Senate Bill 743 (SB 743), which became effective September 2013, initiated reforms to the California Environmental Quality Act (CEQA) Guidelines to establish new criteria for determining the significance of transportation impacts. To comply with SB 743, OPR has proposed to add to the CEQA Guidelines Section 15064.3, providing that in most cases VMT is the most appropriate measure of transportation impacts. Beginning on July 1, 2020, the provisions of this section shall apply statewide. It should be noted that the County of Santa Clara has yet to adopt any formal changes in its

⁶ The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide. The County of Santa Clara has elected not to be governed by the provisions of this section until they become effective statewide on July 1, 2020.

CEQA review policies and procedures in response to SB 743 or OPR's proposed CEQA Guidelines. VMT is not discussed in this document as at this time the County has not yet adopted these provisions.

DISCUSSION:

a - d) Less than Significant impact. Delivery of material is proposed biweekly. Daily customer trips are not more than 20 per day (10 customers) with five-employee contributing 10 trips per day on-site day at the most. The number of trips during the day are considered nominal as traffic impact analysis is not required for projects with less than 50 peak-hour trips, in accordance with the County Department of Roads and Airports.

The County Department of Roads and Airports reviewed the proposed site plan and determined that the site remains within the Future Width Line (FWL) of San Martin Avenue and would be conditioned to ensure that no structures are located within the OPL. Building A, located along San Martin Avenue, may be required to remove a wooden porch that is within this OPL.

The project's access driveway and internal roadways would remain along Depot Street and would be designed to County standards (including width and turning radius requirements for safe access by emergency vehicles) and would avoid the potential for the driveway to impede emergency access and therefore would not result in inadequate emergency access.

The site is located approximately 0.60 miles from Highway 101 in San Martin and at the intersection of San Martin and Depot Street. Access and design of the access was reviewed by the County Roads and Airports Department, and no issues, such as inadequate sight distance or visual obstructions, were found to exist that would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

As mentioned above, on January 1, 2020, the provisions of Section 15064.3 would apply to projects statewide. As noted above, the County of Santa Clara has yet to adopt any formal changes in its CEQA review policies and procedures for VMT. Therefore, at this time there would be no conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision.

MITIGATION:

None required.

R. TRIBAL CULTURAL RESOURCES							
	IMPACT						SOURCE
WOULD THE PROJECT:	<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:							

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SETTING:

The property is not known to be within an area of known archaeological resources and is developed. No other movement of soil is proposed.

a (i), (ii) No impact: The County has not received any letters from Native American tribes requesting tribal consultation per Public Resources Code, Section 21030.3.1(b) regarding the potential for a Native American tribal cultural resource located on or near the project site. Hence, there is no evidence to indicate the presence of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or of significance pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1. Therefore, the proposed re-use of the existing buildings would not cause a substantial adverse change in the significance of a tribal cultural resource, and no mitigation measures would be necessary. (Reference # 1, 5, 6, 15, 40)

DISCUSSION:

Not Required.

S. UTILITIES AND SERVICE SYSTEMS							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,6,70
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 6,24b
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3,6,70

	has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				<input checked="" type="checkbox"/>			
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 6
e)	Be in non-compliance with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 5, 6

SETTING:

The site will be served by West San Martin water system and an existing septic system is located on-site approximately 15 feet from San Martin Avenue.

a-e) No impact: The project would not require or result in the construction of off-site new or expanded wastewater treatment or storm water drainage facilities. No ground disturbing construction activities are proposed and would involve removal of debris that would need to be removed and disposed of and existing landfill capacity would need to be sufficient to accommodate it. The site would be subject to post-construction of stormwater regulations, including requirements for Low Impact Development, stormwater quality treatment, stormwater runoff retention, and hydromodification, as applicable to the specific development proposed. (Project Description; Reference # 1, 3, 5, 20c)

DISCUSSION:

Not Required.

T. WILDFIRE							
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 44
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 8a
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 4, 5, 17h
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 5

result of runoff, post-fire slope instability, or drainage changes?

SETTING:

The subject site is located within the Commercial and Industrial Use Permit areas of San Martin and is a developed site, mostly void of vegetation. The project site is not located within the wildland urban interface or any fire hazard zone.

DISCUSSION:

a-d) No impact: The proposed project has been reviewed by the Fire Department and no issues were found to exist that would conflict with any emergency plan or response plan, or increase any hazards due to the sites topography. The project will not impair emergency response plans and the site is flat. No habitat or vegetation is on-site that may contribute to the spread of wildfire. The site is accessible from both San Martin Avenue and Depot Street and would not require infrastructure that could exacerbate fire risk. The site is not downslope or located in a landslide area which may compromise slope stability and further expose people or structures to wildlife risks. (Project Description; Reference # 1, 3, 6, 17)

MITIGATION:

None Required.

U. MANDATORY FINDING OF SIGNIFICANCE							
			IMPACT				SOURCE
WOULD THE PROJECT:	YES					NO	
	<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 to 52
b) Have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 to 52

effects of probable future projects)?

- c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☐ ☐ ☒ ☐ ☐ 1 to 52

DISCUSSION:

a) **No impact.** The site contains the Santa Clara Valley Habitat Plan land cover designation for the project site is *Urban-Suburban*, and the development designation is *Rural Development Not Covered*. No watercourses cross the site, Llagas Creek is located approximately 1,200 feet east of the project site. Several California Live Oak trees are located along the perimeter of the project site and no trees are proposed for removal. No watercourses, creeks, serpentine soils or rock outcrops are located on the subject property therefore, there is no potential for there to be an impact to these resources.

An historical assessment was conducted by Garavaglia Architecture Inc., and concluded that the site does not contain any historical, pre-historic or archaeological resources that would be otherwise impacted by the proposed development.

b) **Less than Significant.** There are several other past, current, or probable future residential, commercial and institutional projects that were identified in the project vicinity, that could result in cumulatively considerable impacts when considered with the proposed project. However, the proposed project's contribution to those impacts would be inconsiderable as discussed in the analyses provided in this Initial Study, which found the project impacts to be less than significant.

Therefore, while the incremental effects of the proposed project are cumulatively significant when viewed in context of the past, current, and/or probable future projects, the project's contribution to these impacts would not be cumulatively considerable; hence the impact would be less than significant.

c) **No Impact.** The proposed project includes the re-use of 12,376 sf. of structures with areas for vehicle parking, storage, and into vehicle servicing. Any fluids or tools used for servicing vehicles will be subject to County standards for Hazardous Materials and Noise related impacts. As described in the environmental topic sections of this Initial Study, the proposed project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Initial Study Source List*

1. Environmental Information Form
2. Field Inspection
3. Project Plans
4. Working knowledge of site and conditions
5. Experience With Other Projects of This Size and Nature
6. County Expert Sources: Geologist, Fire Marshal, Roads & Airports, Environmental Health, Land Development Engineering, Parks & Recreation, Zoning Administration, Comprehensive Planning, Architectural & Site Approval Committee Secretary
7. Agency Sources: Santa Clara Valley Water District, Santa Clara Valley Transportation Authority, Midpeninsula OpenSpace Regional District, U.S. Fish & Wildlife Service, CA Dept. of Fish & Game, Caltrans, U.S. Army Corps of Engineers, Regional Water Quality Control Board, Public Works Depts. of individual cities, Planning Depts. of individual cities,
- 8a. Santa Clara County (SCC) General Plan
- 8b. The South County Joint Area Plan
9. SCC Zoning Regulations (Ordinance)
10. County Grading Ordinance
11. SCC Guidelines for Architecture and Site Approval
12. SCC Development Guidelines for Design Review
13. County Standards and Policies Manual (Vol. I - Land Development)
14. Table 18-1-B of the Uniform Building Code (expansive soil regulations) [1994 version]
15. Land Use Database
16. Santa Clara County Heritage Resource (including Trees) Inventory [computer database]
17. GIS Database
 - a. SCC General Plan Land Use, and Zoning
 - b. USFWS Critical Habitat & Riparian Habitat
 - c. Geologic Hazards
 - d. Archaeological Resources
 - e. Water Resources
 - f. Viewshed and Scenic Roads
 - g. Fire Hazard
 - h. Parks, Public Open Space, and Trails
 - i. Heritage Resources - Trees
 - j. Topography, Contours, Average Slope
 - k. Soils
 - l. HCP Data (habitat models, land use coverage etc)
 - m. Air photos
 - n. USGS Topographic
 - o. Dept. of Fish & Game, Natural Diversity Data
 - p. FEMA Flood Zones
 - q. Williamson Act
 - r. Farmland monitoring program
 - s. Traffic Analysis Zones
- Base Map Overlays & Textual Reports (GIS)
18. Paper Maps
 - a. SCC Zoning
 - b. Barclay's Santa Clara County Locaide Street Atlas
 - c. Color Air Photos (MPSI)
 - d. Santa Clara Valley Water District - Maps of Flood Control Facilities & Limits of 1% Flooding
 - e. **Soils Overlay Air Photos**
 - f. "Future Width Line" map set
19. **CEQA Guidelines [Current Edition]**

Area Specific: San Martin, Stanford, and Other Areas

San Martin

- 20a. San Martin Integrated Design Guidelines
- 20b. San Martin Water Quality Study
- 20c. Memorandum of Understanding (MOU) between Santa Clara County & Santa Clara Valley Water District

Other Areas

- 22a. South County Airport Comprehensive Land Use Plan and Palo Alto Airport comprehensive Land Use Plan [November 19, 2008]; accessed 8/10/19
https://www.sccgov.org/sites/dpd/DocsForms/Documents/ALUC_20081031_All_IS.pdf
- 22b. Los Gatos Hillside Specific Area Plan
- 22c. County Lexington Basin Ordinance Relating to Sewage Disposal
- 22d. User Manual Guidelines & Standards for Land Uses Near Streams: A Manual of Tools, Standards and Procedures to Protect Streams and Streamside Resources in Santa Clara County by the Santa Clara Valley Water Resources Protection Collaborative, August 2005 – Revised July 2006.
- 22e. Guidelines and Standards for Land Use Near Streams: Streamside Review Area – Summary prepared by Santa Clara County Planning Office, September 2007.
- 22f. Monterey Highway Use Permit Area

Soils

23. USDA, SCS, "Soils of Santa Clara County
24. USDA, SCS, "Soil Survey of Eastern Santa Clara County"

Agricultural Resources/Open Space

25. Right to Farm Ordinance
26. State Dept. of Conservation, "CA Agricultural Land Evaluation and Site Assessment Model"
27. Open Space Preservation, Report of the Preservation 2020 Task Force, April 1987 [Chapter IV]
28. Williamson Act Ordinance and Guidelines (current version)

Air Quality

29. BAAQMD Clean Air Plan, and BAAQMD CEQA Air Quality Guidelines (2010)
30. BAAQMD Annual Summary of Contaminant Excesses & BAAQMD, "Air Quality & Urban Development - Guidelines for Assessing Impacts of Projects & Plans" [current version]
<http://www.baaqmd.gov/~media/files/communications-and-outreach/annual-bay-area-air-quality-summaries/pollsum2018-pdf.pdf?la=en>

Biological Resources/

Water Quality & Hydrological Resources/

- 30a. Santa Clara Valley Habitat Plan, Chapter 2,
<https://www.scv-habitatagency.org/178/Santa-Clara-Valley-Habitat-Plan>, accessed August 15, 2019.

Utilities & Service Systems"

31. Site-Specific Biological Report

Initial Study Source List*

32. Santa Clara County Tree Preservation Ordinance Section C16, Santa Clara County Guide to Evaluating Oak Woodlands Impacts, Santa Clara County Guidelines for Tree Protection and Preservation for Land Use Applications
33. Clean Water Act, Section 404
34. Riparian Inventory of Santa Clara County, Greenbelt Coalition, November 1988
35. CA Regional Water Quality Control Board, Water Quality Control Plan, San Francisco Bay Region [1995]
36. Santa Clara Valley Water District, Private Well Water Testing Program [12-98]
37. SCC Nonpoint Source Pollution Control Program, Urban Runoff Management Plan [1997]
38. County Environmental Health / Septic Tank Sewage Disposal System - Bulletin "A"
39. County Environmental Health Department Tests and Reports

Archaeological Resources

40. Northwest Information Center, Sonoma State University
41. Site Specific Archaeological Reconnaissance Report

Geological Resources

42. Site Specific Geologic Report
43. State Department of Mines and Geology, Special Report #42
44. State Department of Mines and Geology, Special Report #146

Noise

45. County Noise Ordinance

Hazards & Hazardous Materials

46. Section 21151.4 of California Public Resources Code
47. State Department of Toxic Substances, Hazardous Waste and Substances Sites List
48. County Office of Emergency Services Emergency Response Plan [1994 version]

Transportation/Traffic

49. Transportation Research Board, "Highway Capacity Manual", Special Report 209, 1995.
50. SCC Congestion Management Agency, "Monitoring and Conformance report" (Current Edition)
51. Official County Road Book
52. Site-specific Traffic Impact Analysis Report

Aesthetics

53. Caltrans, Visual and Aesthetic Review <https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-27-visual-aesthetics-review#eval>, accessed August 10, 2019.

Figures

- Figure 1 - Vicinity Map
Figure 2 - Site Plan
Figure 3 - Elevation of Building A
Figure 4 - Habitat Plan Aerial Image

***Items listed in bold are the most important sources and should be referred to during the first review of the project, when they are available. The planner should refer to the other sources for a particular environmental factor if the former indicates a potential environmental impact.**
